

(12) United States Patent

Uitenbroek

(10) Patent No.: (45) Date of Patent:

US 6,360,719 B1 Mar. 26, 2002

(54) CHARGE CONTROL DEVICE FOR AND METHOD FOR CONTROLLING THE FUNCTIONING OF A RECIPROCATING INTERNAL COMBUSTION ENGINE

(75) Inventor: Paul Ultenbroek, Kohlscheid (DE)

(73) Assignce: Nonox B.V. (NL)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35

U.S.C. 154(b) by 0 days.

09/743,403 (21) Appl. No.:

(22) PCT Filed: Jul. 5, 1999

(86) PCT No.: PCT/EP99/04660

> Feb. 8, 2001 § 371 Date:

§ 102(c) Date: Feb. 8, 2001

(87) PCT Pub. No.: WO00/03131

PCT Pub. Date: Jan. 20, 2000

(30) Foreign Application Priority Data

Jul. 8, 1998 (DE) 198 30 575

(51) Int. Cl.⁷ F02D 9/14; F02D 9/16

(52) U.S. Cl. 123/399; 123/336; 123/337; 123/80 R; 123/190.1

...... 123/399, 336, 123/337, 308, 432, 80 R, 190.1 (58) Field of Search

(56)References Cited

U.S. PATENT DOCUMENTS

4,738,233 A	٠	4/1988	Hitomi et al	123/403
4,802,452 A	*	2/1989	Kanesaka	123/403
4,892,071 A	٠	1/1990	Asayama	123/336
4,932,378 A	٠	6/1990	Hitomi et al	123/308
5,325,829 A	٠	7/1994	Iwasiuk	123/336
5,718,198 A	٠	2/1998	Adamisin et al	123/308
5,778,851 A	٠	7/1998	Schellhase et al	123/337
5,803,045 A	٠	9/1998	Adamisin et al	123/336

* cited by examiner

Primary Examiner-Erick Solis

(74) Attorney, Agent, or Firm-R. W. Becker & Associates; R. W. Becker

(57)**ABSTRACT**

A charge control apparatus and a method for operating an reciprocating internal combustion engine are provided. The charge control apparatus includes a rotary disc valve disposed in the intake conduit upstream of the intake valve and connected to a motor and a control unit. The rotary disc valve is movable by the motor between a position in which the rotary disc valve closes the intake conduit and a position in which it permits flow along the intake conduit to the intake valve. The control unit controls the movement of the rotary disc valve into its closing position in the intake conduit such that the closing time point of the rotary disc valve is set increasingly ahead of the closing time point of the intake valve as a function of decreasing performance demands.

15 Claims, 9 Drawing Sheets

